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OFFICE OF STRATEGIC SERVICES
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MAJOR AIRCRAFT PRODUCTION AND AIRCRAFT REPAIR FACILITIES IN THE BALKAN AREA (Including Hungary)

A summary of existing information concerning major Balkan aircraft installations.

10 November 1943

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TABLE OF CONTENTS

	Page
Summary and Conclusions	i
I. Introduction	1
II. Hungary	1
III. Yugoslavia	3
IV. Rumania	5
V. Greece	5
Appendix	7

SECRET

SUMMARY AND CONCLUSIONS

1. The major installations are those operated by the Manfred Weiss combine and located on Csepel Island near Budapest, Hungary. These include a new plant assembling twin-engine fighters for the GAF, and an aero-engine plant which supplied engines to the above. Another Hungarian plant, at Pest-Szent-Lorinc, may be turning out a substantial number of three-engine German transports. Scattered reports suggest the possible operation of several other Hungarian plants of less importance.

2. Aircraft plants in Yugoslavia are chiefly of significance because of their apparent association with the huge Wiener-Neustadter and Ostmark Flugmotorenwerke organizations centered in Austria. Three pre-war plants near Belgrade are now making parts for German S/E fighters which are either sent to Wiener-Neustadt for assembly or used for repair of planes from the Russian Front. Until recently, importance was attached to the new or enlarged Steyrwerk at Maribor, which was supposed to have become a contributor of engine components to the Ostmark Flugmotorenwerke with headquarters and assembly at Wiener-Neudorf. Recent evidence, however, suggests that this plant has not been placed in operation. A small pre-war engine plant at Rakovica is now making components or handling engine repairs under German control, while the old State plant near Kraljevo has apparently been dismantled.

3. The only plants of any importance in Rumania are those at Brasov, originally owned by I.A.R. but now under German control. One may still be assembling fighters for the Rumanian Air Force and the engine plant may

now be making a German-type engine. In general, it appears that Rumanian aircraft facilities have contributed mainly in terms of repair work.

4. The relatively minor facilities in Greece have been devoted entirely to the repair of German aircraft and engines stationed in that area.

5. It is to be noted that there is great need for improved ground intelligence and prisoner-of-war interrogation material relating to Balkan aircraft facilities, especially in Hungary and Yugoslavia, as well as extensive aerial coverage of these areas. The rapid reshuffling of the German aircraft toward the East and Southeast during the past year makes it possible that the Balkan plants have already assumed much greater importance than is realized, and certainly probable that their importance will grow in coming months. Especially needed are information as to the location of component erection facilities for the new Manfred Weiss assembly plant, and more information concerning the Wiener-Neustadter satelites at Zemun.

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MAJOR AIRCRAFT-PRODUCTION AND AIRCRAFT-REPAIR FACILITIES IN THE BALKAN AREA

I. INTRODUCTION

Aircraft factories in the Balkan area have made only a relatively minor contribution to German air power to date, except for handling considerable repair work from the Russian Front; but it is clear that the area is rapidly assuming increased importance for the Germans in the production of new aircraft. The scattered plants which comprised the small-scale pre-war aircraft industry in this area have in most instances been taken over by the Germans and incorporated into the framework of the German industry. During the past year particularly, considerable amounts of German resources have been devoted to the expansion of old plants and the erection of a few new ones in the Balkans. This is probably to be explained mainly by the German desire to expand aircraft production, to render the aircraft industry less vulnerable to Allied air attacks, and to take fuller advantage of the Balkan labor supply.

II. HUNGARY

The most important aircraft production facilities in Hungary, and probably in the entire Balkan area, are those of Manfred Weiss on Csepel Island, near Budapest. Manfred Weiss is a large and old heavy-engineering firm which has achieved new strategic importance by its manufacture of aircraft engines and of completed planes. The older part of the Weiss works is at the northern end of the island.

Six and one-half miles to the southwest of the main works, and two and one-half miles west-south-west of the small town of Szigetszentmiklos,

is the newly constructed Duna Repulogepgyar (Danube aircraft factory) for the assembly of the twin-engine Me 410 fighter.

Persistent ground reports during 1942 and 1943 had indicated the construction of a new plant at this location. These reports were substantiated in September and October, when the area was photographed for the first time. The photographs reveal a large new assembly shop, a smaller building probably used as a flight hangar, and a few subsidiary buildings. Another large building, probably a flight hangar, is under construction, and a covered gun-testing range appears to have been completed recently.

The airfield at the plant is being extended. More than thirty Me 410's were photographed on the field and around the assembly hangars on the two times that the plant was covered. This number of aircraft broadly confirms the report that output is about fifty finished planes per month. Increases in production are scheduled when the factory is finished.

There is no evidence of aircraft assembly at the small airfield near the older Manfred Weiss factory at the northern end of the island, which had previously been indicated as the site of Me 109 assembly.

While photographic cover has now established the fact that aircraft are being produced at this factory, it does not answer the question as to where components for this plant are being produced. The buildings covered are not adequate in size to provide space for the metal shaping, sub-assembly, machining, and component-erection processes required by the aircraft assembled at the field. Other buildings supplying components to Szigetszentmiklas may be located elsewhere on the island.

A second new factory is discovered to be situated approximately three-quarters of a mile to the southeast of the assembly factory. It

consists of five main workshops, all of similar construction, dispersed at irregular intervals among trees and scrub. The largest of these is approximately 450 by 200 feet. Adjacent to these buildings is a block of eight hangar type test beds. This factory appears to be an aircraft engine assembly plant.

Weiss had been known to be manufacturing Daimler-Benz engines, which were formerly supplied to German aircraft plants. Ground intelligence reports had suggested that the Duna factory was now absorbing the entire present Weiss engine output of four to five engines a day, although there were no reports that a new engine plant had been built for this production. While it is possible that these new shops are used to manufacture airframe components for assembly at the airfield, their construction and the presence of test beds point much more strongly to the likelihood of engine production.

Other Hungarian aircraft production facilities are reported to include the Fildex factory at Pest-Szent-Lorinc, producing a reported thirty Ju 52 transports per month, and a new plant of the Magyar Egyesult Gepgyar at the Ferihegyi airfield.

III. YUGOSLAVIA

Yugoslavia has been given a place in the German aircraft industry by the absorption of the more important existing Yugoslavian facilities into the Wiener-Neustadter complex, which manufactures the Me 109.

Factories at Zemun (near Belgrade), formerly belonging to Ikarus and Rogozarski, and the Zmaj factory at Belgrade are said to be operating as a part of the Wiener-Neustadter complex, and have been given the title

"Werk VII" of that complex. The Ikarus plant is the largest of the three, and there have been reports that planes are assembled there. However, more of the intelligence reports seem to support the view that this group of plants is engaged in the manufacture of spare parts, or of fuselage components. One report speaks specifically of sets of one hundred spares being shipped to the Russian Front every month. Other sets are likely to be incorporated in repair work performed at Zemun.

In any case, the reported labor force of two to three thousand and the persistent reports concerning its activities indicate that the plant is not without importance to the German aircraft industry.

During 1942 several reports were received on a new plant, known as Steyrwerk Maribor, which was scheduled to have begun operations in the fall of 1942. One of the early reports indicated that the plant was to contribute engine components to Ostmark Flugmotorenwerke, at Wiener-Neudorf, where Daimler-Benz engines are believed to be made. Recent photographic evidence, and the failure to receive further reports of the plant's operations, suggest that it may never have been placed in production.

The former Ikarus engine plant at Rakovica is apparently still in operation. Intelligence reports differ as to whether it is producing components for German aircraft engines, or merely functioning as an engine-repair center. The small Yugoslavia air-force would require an engine-repair center capable of handling the variety of low-powered engines used in their planes.

The State Aerotechnical Factory at Makro-Polje, near Kraljevo, has apparently been dismantled.

IV. RUMANIA

The only important aircraft plant in Rumania is that of the I.A.R. at Brasov which, prior to the war, was a state-owned factory manufacturing its own models. It is said to have had a capacity of around 250 planes per year, plus an additional 400 aero-engines.

Intelligence reports received during the last two years suggest that the factory is still in operation, but that it continues to build its own models, particularly the I.A.R. 101, a single-engine fighter, at a low rate. One report said that it had been licensed to build the Me 109-F, but this has not been confirmed.

The engine plant, which formerly made Gnome and Rhone types, has apparently been converted to Daimler-Benz engines. No engine-output statements are available, but the very lack of such statements suggests that the plant is not very active, and that whatever engines are produced are being used in I.A.R. models.

Rumania's repair capacity, however, could represent a substantial contribution to the Axis. There is a fourth echelon repair shop at Bucharest which repairs from fifteen to twenty Me 109's per month. Another, at Bucharest/Cotroceni, repairs aircraft of the Rumanian Army, and is said to manufacture propellers. There are two other smaller repair shops in Rumania. All of these are controlled by ASAM.

V. GREECE

Greece's meager aircraft industrial equipment has been utilized by the Germans wherever possible. Three plants in the neighborhood of Athens have been adapted by the Luftwaffe for repair services.

The former Blackburn factory at Old Phaleron is believed to repair both airframes and engines for Junkers and Messerschmitt types. Reports speak of a repair rate of two or three aircraft a day. Its five test beds are also used by the nearby B.M.W. plant.

Two installations are devoted entirely to aircraft engine repairs. The former Ford plant between Athens and Phaleron repairs BMW engines, mainly the BMW 132, used to power the Ju 52. The shop is said to have handled about 120 engines a month at one time, though there have been reports of a spare parts shortage causing a decline in output during the fall of 1942.

The second large engine repair station is that of the Maltsiniotis plant, at Phaleron, which at one time housed the fourth echelon repair crews of Junkers, Daimler-Benz and Bosch. It then had one thousand workers, and was believed to turn out five repaired engines a day. A later report states that only partial repairs are being done here to Jumo 205's and Jumo 211's.

Both the former Blackburn factory and the Malsiniotis plant are reported in October to have been evacuated. The Malsiniotis plant is reported to have been "moved to Bulgaria".

APPENDIX

The plants discussed in Parts II, III, and IV are those concerning which there is sufficient information to make their existence plausible. For purposes of target assessment, however, there is an acute need for further information on all of those plants. Information is required on a number of scores: (1) the type and amount of output; (2) the relation of the plant to other plants as a supplier and user of semi-finished products and components; (3) the layout of the plant, with functions of separate buildings, and for large buildings, the interior layout of machinery and process; and (4) the material and type of construction of important buildings. Intelligence on the first two points is needed to determine whether the plant is a critical one in the industry, or whether the attempt should be made to interrupt production at some other point in the process. Knowledge of the layout of a plant is required to determine the aiming point for attacking bombers. An idea of the type and material of construction is desirable for intelligent selection of appropriate weapons for attack.

Listed below are other aircraft plants whose existence and, in most cases, function, has been reported. The information, however, is too sketchy to permit even provisional conclusions as to existence, function, or importance of these plants.

Plant Name and Location	Reported Function
Hungary	
Kanonfabrik, Gyor	?
Ungarische Waggonfabrik at Gyor	Aircraft parts
Mavag, Budapest	Training planes and small fighters
Maschinen-Waffen und Munitionsfabrik Repulogepgyar es Faipari R.T., Albertfalva (near Budapest)	Wooden aircraft parts
"Emese" Ungarische Versuhsflugzeugfabrik AG at Budapest	Experimental plant
Magyar Altalanow Gepgyar, Magyasfold (Budapest)	Aircraft and autos (?)
Ganz car factory, Budapest	Engines
Magyar Kirallami, Budapest	?
Rhomberg, Esztergom	Messerschmitt or Junkers
Aero-Ever, Esztergom	Sports aircraft
Factory, Skekesfehervar (southwest of Budapest)	Now large factory near completion, makes propellors
Factory, Gyot	?
Factory, Debrecen (100 miles east of Budapest)	?
Factory, Kispest (south of Budapest)	?
Factory, Veszprem (in western Hungary)	?
Messerschmitt, in the old Ganz-Danubius works between Budapest and Ujpest (north of Budapest)	?
Factory, 69 Reiter-Ferencz St., Budapest	Four-story assembly plant
Factory, Nagyteteny	?
Lampast, Budapest Kobaia	Parts for Fildex and Duna
Hungarian Steel Ware Factory at Kolozsvar	To establish an aircraft factory

Plant Name and Location	Reported Function
Factory, Almasfuzito	Gliders
Factory, near Pundorf railroad station	Large new factory
Factory, Hortehy-Telep (near East Sztergom)	?

* Either new airport or recently enlarged fields reported as of August 1943.

Plant Name and Location	Reported Function
Yugoslavia	
Yugo-Ceska near Kranj	Components
Vlajkovich, Belgrade	Low-powered engine assembly and repairs (??)
Factory, Ranjica (near Belgrade)	Aircraft engines (??)
Hispano-Suiza, Zemun	Engine repairs
Aria, Sarajevo	Engine repairs (?)
Airplane Motors Industries, Inc., Belgrade	Engines (??)
Westen Metallurgical Works, Caberje (suburb of Celjc)	Parts
Factory, Pancevo near Belgrade	Buecker trainers (?)

Plant Name and Location	Reported Function
Rumania	
Vulkan, Bucharest	Assembly and repairs (?)
I.C.A.R., Bucharest	Airframes (sports aircraft) and repairs
I.C.A.R.: Bessarabia) Odessa) Buzan) (50 miles northeast of Bucharest)	Repairs
Junkers, Bucharest	Engine repairs
Factory, Craiova (120 miles west of Bucharest) airport	Aircraft spare parts
Repair workshops, Baneasa airdrome, near Ploesti	Engines and aircraft
Factory, Motopeni, on Bucharest-Ploesti highway	?
Messerschmitt, Nagy Szeben (Hermanstadt)	New plant (?)
SET National Aeronautical Industry Company, Bucharest	?

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49892

Plant Name and Location	Reported Function
Bulgaria	
Factory, Kazanlik (100 miles east of Sofia)	Repairs or assembly
Factory, Lovetch (Louetsch)	?
Factory, Yambol (or Jambol) (150 miles east of Sofia)	?
Factory, Buzuriste (near Sofia)	Wooden fuselages (?)
Factory, Vrajdebna (Sofia district)	?
Factory, Karlovo (Kazanlik district)	?
Factory, near Plovdiv (80 miles southeast of Sofia)	?
Factory, near Lerka station	?

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